

PRICE, \$2.50 PER MONTH

## Business Notices

throws the human machinery out of gear. It relaxes the system and renders it more susceptible to attacks of Diphtheria, Influenza, Colds, and other prevalent ailments.

IF YOU COUGH

TAKE

**WATKINS' BALSAMIC LINCTUS**

Which act, by Inhalation and Absorption, directly upon the Respiratory Organs, the Laryx, Bronchia, Lungs, &c.

Invaluable as a Remedy for Coughs, Colds, Bronchitis, Laryngitis, Hoarseness, Catarrh, Asthma, &c.

THE EFFECT IS INSTANTANEOUS.

MORE EFFICACIOUS AND CHEAPER

than other Medicines for Throat and Chest Affections.

**WATKINS & Co.,**  
APOTHECARIES' HALL, 63, Queen's Road Central

**Affiliations:**

Green Island Cement Company  
Limited.  
MANUFACTURERS OF  
PAVING  
BRICKS  
DRAIN-PIPES  
TILES  
FIRECLAY

**GREEN ISLAND, MACAO.**  
**WORKS, { DEEP WATER BAY, HONGKONG.**  
**THE SHEWAN, TOMES & CO., GENERAL MANAGERS, HONGKONG.**

December, 1896, will be submitted for Confirmation as a Special Resolution.

A printed Copy of the Resolution can be seen on application to the General Manager.

By Order,  
W. G. WINTERBURN,  
*General Manager.*

Hongkong, January 29, 1897. 99

**THE WEST POINT BUILDING COMPANY, LIMITED.**

NOTICE is hereby given that the Eighth Ordinary Yearly MEETING of the SHAREHOLDERS in this Company will be held at the Company's OFFICES, Victoria Buildings, TO-MORROW (the 31st January, 1897, at 11.30 o'clock a.m., for the purpose of receiving the Report of the Board of Directors, together with the statement of Accounts for the year ending 31st December 1896.

THE REGISTER OF SHARES will be laid

together with a Statement of Accounts for the Twelve Months ending the 31st Dec., 1896.

The Transfer BOOKS of the Company will be CLOSED from FRIDAY, the 29th January to TUESDAY, the 8th Feb., 1897, (both days inclusive), during which Period no Transfer of Shares can be Registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
*Secretary to the Board of Land Investment and Agency Co. Ltd.*  
Agents for the Kowloon Land and Building Co., Ltd.

Hongkong, January 18, 1897. 133

**NOTICE TO MARINERS.**  
No. 66 (SZRUAL).

**CHINA SEA.**  
**SHANGHAI DISTRICT.**

CANCELED FROM WEDNESDAY the 13th to  
 THURSDAY the 21st JANUARY 1897, (both  
 days inclusive) during which period no  
 Transfer of Shares can be registered.

By Order of the Board,  
 A. SHELTON HOOPER,  
 Secretary to the Hongkong Land In-  
 vestment and Agency Co., Ltd.,  
 General Agents for the West Point  
 Building Co., Ltd.  
 Hongkong, January 20, 1897. 18

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the Ninth Ordinary MEETING of SHAREHOLDERS in this Company will be held at the Company's OFFICES, Victoria Building, 111, Queen's Street, SINGAPORE, on the 16th JANUARY, 1897, at 12 o'clock (Noon), for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st, December, 1896.

THE REGISTER OF SHARES OF the Company will be CLOSED from WEDNESDAY, 13th JANUARY, to THURSDAY, the 21st JANUARY, 1897 (both days inclusive), during which period no Transfer of Shares can be made.

STRIPED fairway buoy, surmounted by a black spherical cap. From the buoy the Swatow Light-house bears N. 68° E., distant 12 miles.

CHI-YAO BANK BUOY :—A conical, 6-foot, red buoy, with a black spherical cap, moored off the south-eastern elbow of Chi-yao Bank, to mark the star-board side of the anchorage ground on said bank. From the buoy the Swatow Light-house bears N., distant 24 miles.

MIDDLE ISLAND BUOY :—A conical, 6-foot, red and black horizontally striped fairway buoy, with a black inverted frustum cone, moored in position to guide vessels clear of the "Middle" and "Black" Islands of Middle, and Blood Islands, Middle. From the buoy Middle Island Surveilling Beacon bears S. 34° W., distant 4 miles.

**REGISTERED.**  
By Order of the Board of Directors,  
**A. SHELTON ROOPER,**  
*Secretary.*  
Hongkong, January 20, 1897. 12

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**HONGKONG, CANTON AND MACAO  
STEAMBOAT COMPANY,  
LIMITED.**

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**NOTICE TO SHAREHOLDERS.**

**THE** Sixty-first Ordinary Half-yearly MEETING of SHAREHOLDERS of the Company will be held at the **Office of the Company, No. 15, Bank Building, Queen's Road, Centre, on SATURDAY, the 30th Instant, at 12 o'clock Noon,** for the Purpose of Receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing a Director and Auditors.

The **Resolutions** of the Company will be **CLOSED** from the 17th to 29th inclusive.

By Order of the Board of Directors,  
**T. ARNOLD,**  
*Secretary.*  
Hongkong, January 16, 1897. 99

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**TEUNG-MING BANK BOAT.—**A collision, 6-500, between a steamer, with a black and white ensign, moored off the eastern end of Teung-ming Bank, to mark the Starboard side of the Channel entering. From the buoy Middle Island Surveying Beacon bears S. 64° E. distant 3 miles.

**DIRECTIONS.**

At the present time and with the buoy in the positions above described, a vessel may round the western end of Bank Island at about 2 cables and steer to make an E. by N. 2 E. Come in off abreast of Teung-ming Bank buoy, afterwards make any stand to make direct courses from buoy to buoy, passing each according to its colouring. The narrowest part of the Channel and the locality where it appears most liable to change is between the Teung-ming Bank and Bank and Middle Islands and their outlying reefs, when for a length of 5 miles various shoals are found, to 4 of a mile between the 15-16 foot contour.

All bearings are magnetic, and distances in nautical miles.

**— A. M. BREESE,**  
*Chart Inspector.*

**INTERNAL MARITIME SURVEYING  
COAST INSPECTOR'S OFFICE.**  
Shanghai, 11th January, 1897. 102







## THE REBELLION IN THE PHILIPPINES.

ANOTHER JEANNE D'ARC!

(Special Telegram from Our Own Correspondent at Manila, Tuesday, Jan. 19.)

Dr. Rizal's widow has joined the rebel camp at Iloilo, where she is regarded as a second "Jeanne d'Arc."

It will be remembered by our readers that prior to his execution at Manila, Dr. Rizal married a Hongkong girl of mixed parentage, the adopted daughter of a Mr. Tanfor, now residing in Hongkong but formerly resident at Iloilo, by Dr. Rizal for failing eyesight. — *Am. C. M.*

## REUTERS' TELEGRAMS.

[Supplied to this "China Mail"]

London, Jan. 19.

## INDISPOSITION OF THE TSAR OF RUSSIA.

Dr. Bogdanov, the celebrated German physician, has been summoned to perform an operation on the Tsar, in order to prevent the extension of an osseous growth on the cranium, due to the effect of the assault made upon His Majesty in Japan. This growth, added to excessive work, has caused vertigo.

## WEATHER NOTICE.

The following notice is issued from the Observatory:—

On the 20th at 11.30 A.M. Pressure is giving way on the China Coast and gradients are decreasing in the N. part of the China Sea. Forecast:—fresh N.E. and E. winds; cloudy, dull.

## THE OVERTHROW OF THE CHING DYNASTY.

A SEDITIONARY PAMPHLET IN HONGKONG.

The recent Sun Yet Sin affair at the Chinese Legation in London has served to draw attention to the vast number of secret societies in existence in the empire of China, and on Friday practical evidence was given of a movement, or of the agents of the Society promoting that movement, for the overthrow of the Ching dynasty. On Friday, a pamphlet, consisting of about thirty pages, printed in Chinese characters, was hastily distributed amongst shopkeepers in the Queen's Road. The men engaged in distributing the pamphlet did their work in a remarkably short space of time and in some instances did not enter the shop but simply threw it on the counter and departed.

The pamphlet purports to be a ten days' record of the Tartars at Yanchow. A preface to the book states that the object of the pamphlet is simply to inform the community of Hongkong and other places of the treacherous and cruel manner in which the Ching dynasty entered China. They had not had any good for China. They had come from a very savage place where they clothed themselves in animal skins and fed upon animal flesh. There was no literature in their country, and their custom was to cut off their hair. When Wu Sun Kuei invited them to come and drive away the rebels they entered China and created desolation wherever they went, trampling down the cornfields and doing great destruction. This action of Wu Sun Kuei was equivalent to throwing out the tiger and inviting the wolf to come in. There were four things which enraged the people of China against the Tartars. First, the people of China grew corn for their food and grew fax and cotton for their clothing, whilst these Tartars doing nothing themselves, and depend upon the Chinese to feed and clothe them. Secondly, the Tartars will not allow any marriages between their people and the Chinese, which was entirely unfair. Thirdly, Tartar military officers are sent to over-rule the Chinese officers, so that all the power is in the hands of the Tartars. Fourth, the Tartars are not quite a million, while the numbers of the Chinese is great, still the Tartars have a large number of officials, whilst the number of Chinese officials are comparatively rare.

Reference is also made to the late war between China and Japan, where the Chinese were covered with shame before all men. They had to pay a very heavy indemnity and had to concede Formosa. During the whole of their reign the Chings had brought shame on the Chinese. Burma and Hongkong had been ceded to England, Annam and Indo-China to France, Hu Loong Kiang to Russia, Luchow to Japan and the country had become impoverished. All this showed that they are unable to rule China, and the publishers of the pamphlet believe it is the intention of Heaven to encourage the Chinese to make a start to take care of themselves.

The Ten Days' Record of Yanchow is an extract from a publication, consisting of about a hundred volumes, called the "Nai Hai Chi Chuan," written by a Vice-President of one of the Boards named Wu, and deals with the atrocities of the Tartars during the first ten days of their occupation of the city.

The pamphlet is supposed to have been printed in Shanghai, where the headquarters of the leaders of the movement are supposed to be.

W. Robinson & Co., Piano and Musical Instrument specialists and experts. Work-shops and Factory, Duddell St., Show Rooms, Queen's Road Central.

In February a number of crews will be required for the recommissioning of several of the ships on the China station. The "Centurion," "Agincourt," "Africa," "Frederick," "Porpoise," "Bulwark," "Spitfire," and "Swift," all having been three years in commission.

## MACAO.

STREET NOTES BY A BIRD OF PASSAGE.

(Special Notes for the "China Mail.")

Macao, with all its ancient historical traditions; its many antiquated public and private buildings; its forts (1) gray with age that now form the boast and glory of enthusiasts whose fortifications in bygone ages fought within its now almost crumbling walls; and not least of all its numerous flourishing gambling dens—a source of enormous revenue to the Government—has furnished many a theme to visitors who have gone there to gratify their curiosity in a city unique alike for its acquisition to the Crown of Portugal as for the quaintness of its manners and customs.

There can be nothing new in this note. I have jotted down during my brief sojourn at Macao. Whether interesting or uninteresting to your readers, Mr. Editor, you can be the better judge; and if this hurried notice of Macao never sees the light of day in print I shouldn't wonder. I sent it to you for what it's worth.

On a lovely January afternoon, that recalls to one's mind all the beauty of a Tasmanian summer, I took passage on board the *Jefferson* for Macao. This boat is perfectly equipped and well appointed. No sooner had I embarked than I heard a mild murmur against the recent increase in the fare for second-class passengers. This little feeling of dissatisfaction might have been smoothed over, as I was informed, had the owners of the steamer given previous notice of their intention to alter the tariff. However that may be, it is a question of little moment, for it is not generally known that the steamer on this special service is put to some extra expense by certain tuition—whether wisely or unwisely imposed I will not here venture an opinion.

A 42-mile journey made by an ordinary line from wharf to wharf in the short space of three hours is as good a service as any Company can place at the disposal of the public; it is all the more satisfactory when it is considered that the European passenger traffic is incomparably smaller than the daily run from point to point on the great American Continent.

## HISTORICAL.

Shortly after half-past four o'clock the city of Macao was well in sight, and as the *Jefferson* was carefully navigated through the "Passage," a picturesque view of the river stretched before one's gaze, with its floating population in tiny craft as with in their size as in the difference of their construction. Many of the larger trading junks were to be seen at anchor, and these now-adays form the remnant of a trade once the boast of Lusitania's Eastern possession. This trade flourished—legitimately or illegitimately—until Hongkong, with its fair promises of British protection and freedom of trade, announced, repeated, and reiterated in wilder clamours, that it would build into existence a rival port, and that it would, by its future commercial prosperity, and by a careful fostering policy, add to its own geographical position, the Hongkong acquired from Macao so much of its trade as it was then worth having.

## HISTORICAL.

As regards Macao's shipping I will allude to it again later in this paper. I will now revert to the "Broadway" of the "Tartar" or "Macao" Pass, as it is not unfamiliar to most of your readers in connection with England's first campaign in China. There are some who have cavilled over the fairness of British actions, but the justice of her cause is too manifestly obvious for any man, (having her dignity and prestige) cannot be disputed when regarded in the light of the extremely irritating manner in which the Chinese commissioners made overtures for a settlement of the difficulty which their impatient never-must-thought-of-for-moment was conscious was he of the superior strength of his nation. When matters came to this crisis that decisive measure had to be taken, the little expedition in these parts under the chief command of Sir John Gordon Desmarchais accomplished its mission, and the British fleet of the intricate Macao Passage, which leads direct to Canton, never before frequented except by native boats, and, indeed, thought by them altogether inaccessible to foreigners, was a feat scarcely carried out. Captain Elliot thought of it, and, fearing lest his plan should be made known to the inhabitants of Macao, kept it perfectly secret. Without delay he "quieted the town of Macao with the utmost quietness, leaving all the world asleep in the belief of any movement, and successfully carried out his bold plan the redoubtable *Nemesis*," whose national flag has braved a thousand years the battle and the breeze leading the fleet.

## DECAY AND IMPROVEMENT.

To revert to Macao. Shortly after 5 p.m. I landed, and a quick drive in a ricksha through a labyrinth of paved, narrow streets, and many by-lanes, soon brought me to the Praia Grande, a beautiful esplanade by the sea. As this was not my first visit to this city nothing excited my curiosity very much. Yet a desire to be about and to see if any improvement had been made in the neighbourhood of the old town to drive about the town. With such changes as I have observed I shall concern myself in these notes.

First of all, it may be observed that the damages done to the granite parapet along the sea front during the typhoon that swept over the place in July last year have not as yet been repaired. At the two extreme ends of Praia Grande these defects are most noticeable. Large granite blocks lie on the roadside all intact, and look as if it were nobody's business to see that they are replaced and properly set. This failure of the Municipal Commissioners may mean a far larger expenditure a few months hence. Time should be taken by the fore-looker, and unless something be promptly done to place these damaged portions of the sea wall in a safe condition another typhoon may cause irreparable damage.

While on the subject of public works a marked improvement must be noted all along the *avenue* of the *Voluntarios*. It lies on the opposite side of the *Praia*. Gardens on many houses are in course of construction. One terrace of three-story houses in particular calls for special notice, being designed by a line of Hongkong architects and built after the style of modern Chinese dwellings.

As in gambling so much in demand in Hongkong. No account of Macao seems to be complete without some remark on its notorious gaming houses. Licensed by the Government these houses, carried on and financed entirely by Chinese, afford a flourishing trade. That they are capable of doing a profitable business needs no keen foresight to discern, as the following revenue collected by the Macao Government during the financial year 1893-4 amply demonstrates. I quote figures from Sir John Gordon Desmarchais' report by the various forms of gaming institutions in Macao:—

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## THE SLUGS AND THE CENSUS.

The next subject that engaged my attention as I perambulated the "slums" of the city, and saw the slugs of the people made up of Chinese who, as an element in the population, seemed to be largely preponderant over the white factor, was whether I could gather an approximate estimate of the inhabitants of Macao and its political dependencies. The slugs of the city, and saw the slugs of the people made up of Chinese who, as an element in the population, seemed to be largely preponderant over the white factor, was whether I could gather an approximate estimate of the inhabitants of Macao and its political dependencies. The slugs of the city, and saw the slugs of the people made up of Chinese who, as an element in the population, seemed to be largely preponderant over the white factor, was whether I could gather an approximate estimate of the inhabitants of Macao and its political dependencies.

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## THE YOKOHAMA POISONING CASE.

We are indebted to the *Kohs Chronicle*

for the following special telegrams and condensed report of the proceedings in the sensational Yokohama Poisoning Case:—

## THE CHARGE AGAINST MISS JACOB.

EVIDENCE BY MISS CARW.

On the 19th inst., when Miss Jacob was brought before the Assistant Judge, it was noticed that she appeared quiet and confident, and evinced the keenest interest in the proceedings.

Mr. Aldrich, Counsel for the Accused, deposed to the accused and taking charge of the papers found in her room. He failed to remember some of the exhibits submitted to him. On Monday, he said, he handed the box containing the papers and writings found in the room to Mr. Lowder, and that, according to the instructions he had received from his superior officer, and he informed Mr. Lowder that he was at liberty to break the seal and examine the documents.

Replying to Mr. Aldrich, who represented the accused, witness said that the box and its contents had since remained in Mr. Lowder's possession. The box contained a great number of other papers besides those produced in evidence. When he made his business statement to Mr. Aldrich, he evinced considerable symptoms of trouble, but he appeared to be nervous of giving him every possible assistance in searching the room.

And she called your attention to some things which she thought you might overlook. She said she recalled me in the second paragraph.

From her manner I gathered that it was her desire that you should make a thorough and complete search and obtain all you had been sent for. Yes.

Miss Jacob said that the box and its contents were returned to the custody of the Court. Mr. Lowder said he had brought it with that intention.

Mr. Lowder gave evidence with a view to show that the contents of the box had been in his possession. He put in the letters signed "A.L." received by himself.

Mr. J. C. Hall asked Miss Jacob's book to her evidence in the Coroner's book.

Miss Jacob, who had come into Court in charge of a girl official shortly after the hearing commenced, was now put into the witness-box. She appeared in good spirits and gave her evidence clearly and coolly.

She identified exhibits of the handwriting of herself and the accused. One letter produced, addressed to Mrs. Carw by Miss Jacob's mother, witness said she had not received. Miss Jacob was fond of reading novels and the Library was accessible to her.

Mr. Lowder read passages from Mrs. Carw's letters. One letter, addressed to Mrs. Carw by Miss Jacob's mother, witness said she had not received. Miss Jacob was fond of reading novels and the Library was accessible to her.

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## THE TRIAL OF MRS. CARW.

The trial of Mrs. Carw was resumed this morning.

Mr. Lowder was cross-examined.

Mr. Aldrich was re-examined.

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if "once, and I shall call attention to the letter." The "Bowers" letter. I shall submit, resembles the writing of Accused. The word "Yokohama" on the envelope is the same as on the envelope to me. The word "Bluff" on the envelope is very similar to the word "Bluff" appearing in the letter of 25th October; but the writer, making the first "T" in the usual way, has endeavoured, though not successfully, to disguise the second "f."

She seems to have always had some difficulty in writing the "f" in the usual way, but the same difficulty appears in the letter "I have done what I can for you." I have already called attention to the different ways of writing "A.L." but throughout these anonymous letters your Honour will find unmistakably that the "f's" are the "f's" of the Accused, and your Honour will also find that the "er's" are particularly throughout almost undisguised. That is, without going into great detail, the nature of the evidence that is given as to the handwriting. There was in the employment of Mr. and Mrs. Carw a person of the name of Rachael Greer. It will be testified that in August last she first saw Mary Jacob copying and practising Mrs. Carw's handwriting. The first time she saw her doing so she was using ink; on all other occasions it was with a pencil. The second time Jacob was thus employed she had evidently been writing letters. The letter she had been writing was laid on one side, and she was copying some writing of Mrs. Carw's written across a half sheet of paper. The third time she was similarly employed she was at the table with some work beside her. She was writing with a copy before her.



## NOTICES TO CONSIGNEES.

STEAMSHIP CALEDONIAN.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London and Havre ex Steamship *Tyde*, and from Bordeaux ex *Ville de Lille*, in connection with above Steamers, are hereby informed that their Goods with exception of Opium, Tobacco and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 6 p.m. To-day (Tuesday), requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter.

Goods remaining undelivered after Tuesday, the 26th Instant, at Noon, will be subject to rent and landing charges.

All Claims must be sent to me on or before Tuesday, the 26th Instant, or they will not be recognized.

All Damaged Packages will be examined on Tuesday, the 26th Instant, at 3 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, January 19, 1897. 140

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Nide*, Captain PRATT, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st Instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st Instant, at 3 p.m. No Fire Insurance has been effected.

SIEMSEN & Co.,  
Agents.

Hongkong, January 14, 1897. 103

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUKAIM, MASSAWAH, HODEDDA, ADEN, KURIAHIEH, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Steamship *Modena*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

This Vessel brings on Cargo—From Calcutta, ex *s.s. Dolphin*, transhipped at Calcutta; From Trieste, ex *s.s. Imperator*, transhipped at Bombay; From Venice, ex *s.s. Massimiliano*, transhipped at Trieste; From Venice, ex *s.s. Cardinal*, transhipped at Trieste.

Optional Cargo will go to SHANGHAI unless notice to the contrary be given before Noon To-morrow.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Underwriter before Noon of the 26th Instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th Instant will be subject to rent.

Bills of Lading will be countersigned by SANDER & Co.,  
Agents.

Hongkong, January 18, 1897. 132

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's *S.S. Suing* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 20th Instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, January 18, 1897. 126

## Intimations.

S I E N T I N G,  
Surgeon Dentist,  
No. 10, RAFFLES STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, April 6, 1895. 628

GRIMALT'S SYRUP OF  
HYPO-PHOSPHITE OF LIME  
FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstruction, Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMALT'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

GRIMALT & Co. Sole. Sold by all Chemists.

## Shipping.

## Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship *Namou*, Captain HALL, will be despatched for the above Ports on THURSDAY, the 21st Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAURA & Co.,  
General Managers.

Hongkong, January 20, 1897. 181

FOR SHANGHAI.

The Steamship *Lygon*, Captain G. HENNINGMAN, will be despatched for the above Port on THURSDAY, the 21st Instant, at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co.,  
Agents.

Hongkong, January 18, 1897. 125

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship *Emeralda*, Captain TAYLOR, will be despatched for the above Port on SATURDAY, the 23rd Instant, at Daylight.

The Steamer has superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, January 19, 1897. 138

FOR NEW YORK VIA SUEZ CANAL.

(To follow the *s.s. Ashmun*, *Claverhill* and *Railley*.)

The Steamship *Railley*, Captain RILEY, will be despatched on or about the 25th January, 1897.

For Freight or Passage, apply to SHEWAN, TOMES & Co.,  
Agents.

Hongkong, January 15, 1897. 116

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Praga*, Captain F. JONES, will be despatched for the above Ports on THURSDAY, the 28th Instant, at Daylight.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co.,  
Agents.

Hongkong, January 18, 1897. 189

FOR NEW YORK VIA SUEZ CANAL.

To follow the *s.s. S. Polyphemus*.

The Steamship *Port Adelaide*, will be despatched for the above Ports on or about 30th January, 1897.

S. S. *Energia*, to sail about 14th Feb., 1897.

S. S. *Strathglen*, to sail about 28th Feb., 1897.

A 'Warrack' Steamer, to sail about 15th March 1897.

For Freight or Passage, apply to DODD, WELLS, CARROLL & Co.,  
Agents.

Hongkong, December 22, 1896. 2602

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Myrmidon*, Captain GARDNER, will be despatched as above on MONDAY, the 1st February.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,  
Agents.

Hongkong, January 16, 1897. 124

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON, AND ANTWERP.

The Co.'s Chartered *s.s. Sathay*, Captain... will be despatched as above on SATURDAY, the 6th February, at 6 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, January 14, 1897. 110

## Shipping.

## Sailing Vessels.

FOR NEW YORK.

The *s.s. L.L. American Barque*, Captain MAUDSLER, will leave here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co.,  
Hongkong, November 30, 1896. 2408

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

The *100 A.T. Iron 4-mast British barque*, Captain J. WILLIAMS, will soon be ready to load for the above Port and will have quick despatch.

For Freight, apply to MELOHERS & Co.,  
Agents.

Hongkong, November 28, 1896. 2399

FOR SAN FRANCISCO.

The British Barque *Sturdevant*, Captain RUTHERFORD, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SUEWAN, TOMES & Co.,  
Agents.

Hongkong, December 7, 1896. 2471

Mails.

STEAM FOR

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *ROSETTA*, Captain F. N. TILLER, carrying Her Majesty's Mails, will be despatched from this Port on BOMBAY, on THURSDAY, the 28th January, 1897, at Noon, taking the passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. KITCHIE,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, January 14, 1897. 111

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal ports in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Prins Heinrich Tuesday... February 2.

Prins Heinrich Tuesday... March 2.

Prins Heinrich Tuesday... April 2.

Prins Heinrich Tuesday... May 2.

On Thursday, the 22nd day of February, 1897, at 9 a.m. the Company's *s.s. PRINZ HEINRICH*, Captain OPPENHEIM, with MAILS, PASSENGERS, FREIGHT, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted (all) Noon on Saturday, the 30th Instant, Cargo and Space will be received on board until 5 p.m. on Monday, the 1st February, and Parcels will be received at the Agency's Office until Noon, on Monday, the 1st January. Consignees of Packages are required. No Parcel Receipts will be issued for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELOHERS & Co.,  
Agents.

Hongkong, January 9, 1897. 04

Not Responsible for Debts.

Neither the Captain, the Agents, nor the Owners will be responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

CONOR, American barque, Captain C. M. Noyes, Captain.

FOR STUART, British ship, Captain Vanstone, Standard Oil Co.

FRAN, P. Luxemburg, American barque, Captain W. W. Hardy, Order.

STANLEY, British barque, Captain W. Hardy, Order.

## Mails.

## Accidental &amp; Oriental Steamship Company.

TAKEING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Shanghai), Nagasaki, Kobe, Yokohama and H'ulu) Tuesday, Feb. 4, at noon.

Coptic (via Shanghai, Nagasaki, Kobe, Yokohama and H'ulu) Tuesday, Feb. 23, at noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Yokohama and H'ulu) Saturday, March 13, at noon.

THE Steamship *RELIGIEUX* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 4th February, at Noon.

Steamers of this line pass through the INLAND-SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by rail trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address full; and same will be received at the Company's Office until 6 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, to the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,  
Agent.

Hongkong, January 16, 1897. 123

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Yokohama and H'ulu) Tuesday, Jan. 26, at noon.

Pera (via Shanghai, Nagasaki, Kobe, Yokohama and H'ulu) Saturday, Feb. 13, at noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Yokohama and H'ulu) Tuesday, March 2, at noon.

THE U.S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA AND YOKOHAMA, on TUESDAY, the 28th January, at Noon, taking Passengers and Freight for Japan the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to the United States, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Panama, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, to the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,  
Agent.

Hongkong, January 1, 1897. 04

## Mails.

## NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the fact that the voyage from this Line to the PACIFIC COAST and to the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, \$400. Excellent accommodation. First class Table. Doctors and Stewards carried.

HONGKONG TO NEW YORK, \$350. The Railroad travelling is second to none on the American Continent. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL Lines.

HONGKONG TO TACOMA, \$225. Rates of Passage, to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Brooklyn... Tuesday, Feb. 9, at noon.

Tacoma... Tuesday, Feb. 23, at noon.

THE Steamship *ARIZONA*, Captain PORTER, sailing at Noon, on TUESDAY, the 9th February, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBÉ, INLAND SEA AND YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODD, WELLS, CARROLL & Co.,  
General Agents.

Hongkong, January 19, 1897. 142

Intimations.

NEW VICTORIA HOTEL.

ROTISSERIE.

Meals a la Carte.

CHOPS, STEAKS, etc., at any time, between 7.30 a.m. and 11.30 p.m.

Monthly Boarders at Moderate Rates.

Madar & Farmer,  
Proprietors.

Hongkong, September 3, 1895. 1789

THOMAS'S GRILL ROOM.

THIS Establishment has undergone extensive alterations. The DINING ROOM, using new upstairs, and a large BILLIARD ROOM (having Two New Brunswick and WATTS' TABLES) being added to the Hotel.

A French Chef having been engaged the Cuisine will be second to none.

Rooms for Private Dinners.

Entrances—Ice House Lane, Queen's Road, and Duddell Street.

FREDERICK BISHOP,  
Manager.

THOMAS'S GRILL ROOM.

WINDSOR HOTEL, HONGKONG.

THIS Establishment, situated in the elegant Building known as 'CONNAUGHT HOUSE', offers First-Class Accommodation to Residents and Travellers.



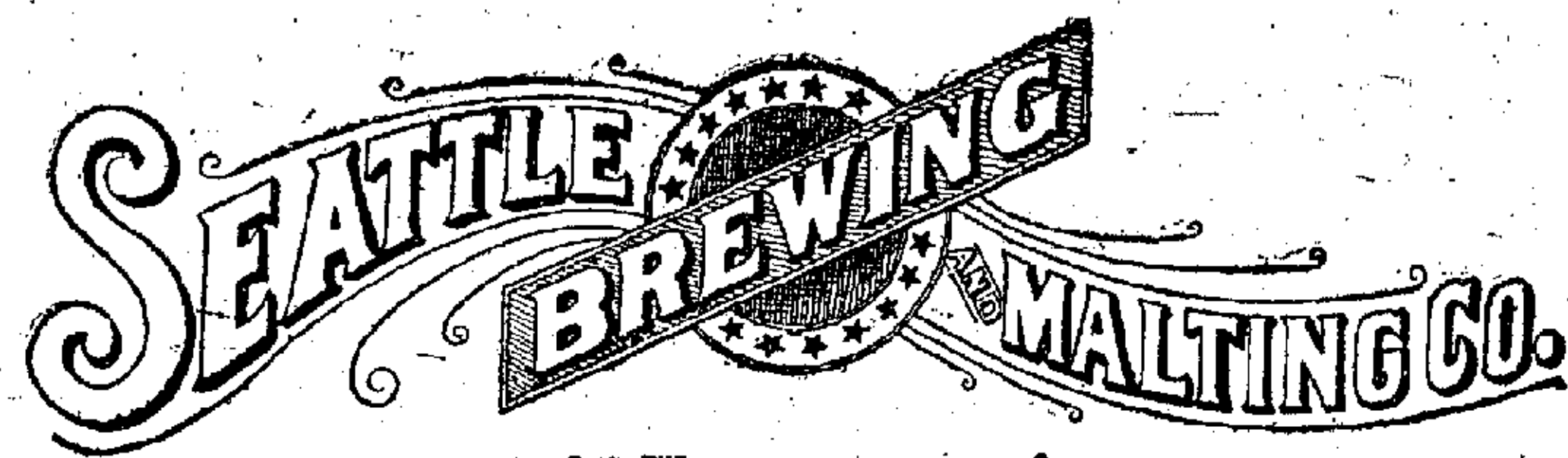




## Intimations.

Rainier Beer, Try it!

Rainier Beer, Try it!

AN  
INVIGORATING  
Tonic.A HEALTHFUL  
AND  
REFRESHING  
DRINK.BREWED FROM  
WATERS UNSUR-  
PASSED FOR  
PURITY.BREWED ONLY  
WITH BAVARIAN  
AND  
BOHEMIAN HOPS.

## REMARKS.

Unsurpassed as a tonic for the ladies. Once tried by them they will agree with the remarks of our other lady friends and continue to patronize us. For the gentlemen it is a cooling and refreshing drink. All who have tried it stand by it. We only ask one trial and will then rest on our merits.

SEATTLE BREWING &amp; MALTING CO.,

HONGKONG BRANCH,

ICE HOUSE LANE.

F. BISHOP,

Acting Manager.

## Insurances.

UNION ASSURANCE SOCIETY.  
(Instituted in the Reign of Queen Anne  
A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.  
CAPITAL PAID UP, £180,000.  
TOTAL INVESTED FUNDS EXCEED £2,700,000.  
TOTAL ANNUAL INCOME, £850,000.

THE undersigned, having been appointed  
Agents of the above Society in Hong-  
kong, are prepared to issue Policies against  
FIRE on the usual terms.

HARRY WICKING & CO.,  
Praya Central.NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1895,  
£12,493,131.

Authorized Capital, £3,000,000.00  
Subscribed Capital, £2,730,000.00  
Paid-up Capital, £2,687,500.00  
Fire Funds, £2,601,016.2.9

HAVING been appointed Agents of the  
above Company we are prepared to  
accept EUROPEAN and CHINESE RISKS at  
Current Rates.

SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, July 23, 1896.

## Intimations.

## THE REVENUE OF CHINA.

A SERIES OF ARTICLES,  
Reprinted from 'The China Mail',  
WITH AN APPENDIX.

THIS PAMPHLET is now ready,  
and may be had at the  
Office of THE PAPER,  
Messrs. KELLY & WALKER & Co.,  
Messrs. KELLY & WALKER,  
And Mr. W. BARNES'S.  
Price, 50 Cents.

## FOR SALE.

A COMPLETE REPRINT, in Pamphlet  
Form, of the proceedings in the  
Lafayette Case of

REGINA V. FITMAN,  
containing the whole of the Proceedings at  
the Police Court, full report of the trial in  
Original Sessions, with connected Corre-  
spondence and comments of the Press.  
To which is now added a Report of the  
Case of

FITMAN V. KESWICK  
AND OTHERS.  
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## SHARE LIST.—QUOTATIONS.—JANUARY 20, 1897.

Stocks.	No. of Shares.	Value.	Paid- up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	30,000	123	all	184 1/2 prem.—\$355
Bank of China & Japan, Limited	39,950	5 1/2	5 1/2	5 nom.
North-China Insurance Co., Ltd.	5,000	8 1/2	2.10	nom.
Union Insurance Society, Ltd.	30,000	1 1/2	1 1/2	1 1/2
National Bank of China, Limited	1,250	10 1/2	10 1/2	\$326
MARINE INSURANCES.				
Canton Insurance Office Co., Ltd.	10,000	250	50	\$177 1/2
China Traders' Insurance Co., Ltd.	83,333	20	270	sales and sellers
North-China Insurance Co., Ltd.	5,000	100	10	\$225, sales and buyers
Union Insurance Society, Ltd.	30,000	250	50	\$223, sales
Yangtze Insurance Association, Ltd.	8,000	100	60	\$146, buyers
FIRE INSURANCES.				
China Fire Insurance Co., Ltd.	20,000	100	20	\$104, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	250	50	\$370, sales and buyers
DOCKS.				
H'kong & Whampoa Dock Co., Ltd.	12,500	123	all	22 1/2 prem.—\$401.25, sales and buyers
STEAMSHIPS.				
China and Manilla S. S. Co., Ltd.	5,000	50	all	\$67, buyers
Douglas Steamship Co., Limited	20,000	50	all	\$21, sales and buyers
H. K. C. and M. Steamship Co., Ltd.	80,000	15	all	\$84, buyers
Indo-China S. S. Co., Limited	50,000	10	10	\$27, buyers
China Mutual S. S. Co.	20,000	10	10	\$26
Do. (new issue)	20,000	10	10	\$26
REFINERIES.				
China Sugar Company, Limited	20,000	100	all	\$135, buyers
Leeson Sugar Company, Limited	7,000	100	all	\$47, buyers
WHALES.				
H. K. & Kow. Wharf & Godown Co., Limited	20,000	50	all	\$50, sales
Watuai Warehouse and Storage Company, Limited	2,600	100	37	\$343
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	100	50	\$70
Kowloon Land and Building Company, Limited	6,000	50	30	\$15, sales and buyers
Humphreys Estate & Finance Co., Limited	25,400	100	all	\$34, buyers
West Point Building Co., Limited	12,500	50	40	\$19
TRADING.				
H. K. High Level Trading Co., Ltd.	1,250	100	all	\$33, buyers
MINING.				
Jelabo Mining & Trading Co., Ltd.	40,000	5	all	\$2.25, sellers
Puhoi Mining Co., Ltd.	50,000	4	all	\$11, sales and sellers
Société Française des Charbonnages du Tonkin	12,000	600	all	\$75, buyers
New Balmoral Gold Mining Co., Ltd.	50,000	9	all	\$1.40, sellers
Kau's Aust. Gold Mining Co., Ltd.	50,000	1	13/10	\$3, sales and buyers
Oliviera Freehold Mines, Ltd.	5,000	5	2 1/2	\$24
PLANTING, ETC.				
China-Borneo Company, Ltd.	7,500	100	50	nom.
H. G. Brown & Co., Limited	5,000	50	all	in liq.
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000	50	all	\$33, sales
A. S. Watson & Co., Limited	50,000	10	all	\$12.25, sales and buyers
Dakin, Cruickshank & Co., Ltd.	50,000	5	all	in liquidation
LIGHTING.				
H. K. and China Gas Co., Limited	7,000	10	all	\$110, buyers
Hongkong Electric Co., Limited	30,000	10	all	\$36.80, buyers
DRINK AND CEMENT.				
Green Island Cement Co., Ltd.	20,000	10	10	\$20, sales
MISCELLANEOUS.				
Baile's Asbestos Eastern Agency, Ltd.	5,000	1 1/2	1 1/2	\$5, buyers
Campbell, Moore & Co., Limited	7,000	10	all	\$5, buyers
Geo. Peckitt & Co., Limited	6,000	50	25	\$234, buyers
Hongkong Bakery Company, Ltd.	600	50	all	nom.
Hongkong Dairy Farm Co., Ltd.	10,000	7 1/2	all	nom.
Hongkong Ice Company, Limited	5,000	25	all	\$111, buyers
H'kong Rope Manufacturing Co., Ltd.	5,000	50	all	\$147, buyers
Two Oyster Spinning and Weaving Co., Ltd.	10,000	100	100	\$100, 25, 80
International Cotton Manufactur- ing Co., Ltd.	10,000	100	100	\$100, 25, 80
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	100	100	\$100, 25, 80
Carnegie & Co., Ltd.	2,000	20	all	20, 80
Soy Chee Cotton Spinning Co., Ltd.	2,000	100	100	\$50, 25, 80
Foundry's share				
TREASURY.				
Chinese Imperial 1896	100,000	250	17 1/2	nom.

A. G. BROWN, Share-Printer.

## Merchant Vessels in Hongkong Harbour.

Excludes of late arrivals and departures reported today.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Vessel's Name.	Agent.	Captain.	Flag and Rig.	Tons net.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Steamers.								
Almore	3	Watson	Brit. str.	1497	Jan. 20	Shewan, Tomes & Co		
Amoy	3	Wu	Brit. str.	1633	Jan. 20	Shewan, Tomes & Co		
Aurora	3	Wu	Brit. str.	1738	Jan. 20	Shewan, Tomes & Co		
Bygdø	3	Wu	Brit. str.	771	Nov. 19	Wu & Co.		
China	3	Wu	Brit. str.	2400	Jan. 18	P. M. S. S. Co.		
Chuyang	3	Wu	Brit. str.	1134	Jan. 2	Jardine, Matheson & Co.		
Dante	3	Wu	Brit. str.	1802	Nov. 10	Wu & Co.		
Deutch	3	Wu	Brit. str.	902	Jan. 21	Jardine, Matheson & Co.		
Formosa	3	Wu	Brit. str.	674	Jan. 19	Douglas Steamship Co.		
Fuhun	3	Wu	Brit. str.	1504	Jan. 20	M. S. N. Co.		
Holstein	3	Wu	Brit. str.	985	Jan. 19	Jardine, Matheson & Co.		
Kong Bang	3	Wu	Brit. str.	800	Jan. 11	Butterfield & Swire		
Kwaiyang	3	Wu	Brit. str.	1060	Jan. 13	Butterfield & Swire		
Lyeemcon	3	Wu	Brit. str.	1238	Jan. 20	Wu & Co.		
Martha	3	Wu	Brit. str.	1494	Jan. 19	Jardine, Matheson & Co.		
Mathild	3	Wu	Brit. str.	600	Jan. 19	Jardine, Matheson & Co.		
Michael Jensen	3	Wu	Brit. str.	710	Jan. 4	Jardine, Matheson & Co.		
Namoa	3	Wu	Brit. str.	862	Jan. 19	Douglas Steamship Co.		
Nanchang	3	Wu	Brit. str.	1060	Dec. 17	Butterfield & Swire		
Oto	3	Wu	Brit. str.	278	Jan. 16	Chinese		
Polyphemus	3	Wu	Brit. str.	1513	Jan. 20	Butterfield & Swire		
Proton	3	Wu	Brit. str.	1490	Dec. 24	Chinese		
Shantung	3	Wu	Brit. str.	1535	Jan. 13	Butterfield & Swire		
Suisang	3	Wu	Brit. str.	1776	Jan. 18	Jardine, Matheson & Co.		
Taicheng	3	Wu	Brit. str.	828	Jan. 19	Meyer & Co.		
Tancred	3	Wu	Brit. str.	760	Jan. 17	Butterfield & Swire		
Tatiana	3	Wu	Brit. str.	1760	Jan. 15	Wu & Co.		
Wootan	3	Wu	Brit. str.	1015	Jan. 16	Wu & Co.		
Yuenang	3	Wu	Brit. str.	1106	Jan. 18	Jardine, Matheson & Co.		
Sailing Vessels.								
Colona	3	Noyes	Amer. bge	814	Jan. 17	Captain		
Fort Street	3	Noyes	Amer. bge	2512	Nov. 5	Order		
Fred. P. Litchfield	3	Noyes	Amer. bge	991	Nov. 20	Order		
Galveston	3	Noyes	Amer. bge	650	Dec. 28	Wu & Co.		
John Buzley	3	Noyes	Amer. bge	—	May	Order		
Lothair	3	Noyes	Amer. bge	798	July 31	D. M. & Co.		
Matthew	3	Noyes	Amer. bge	1067	Nov. 19	Standard Oil Co.		
Penelope	3	Noyes	Amer. bge	1067	Nov. 20	Arnold, Karberg & Co.		
Santa Cruz	3	Noyes	Amer. bge	120	Jan. 3	Captain		
Stauffer	3	Noyes	Amer. bge	580	Dec. 18	Master		
Sumbawa	3	Noyes	Amer. bge	1065	Dec. 27	Shewan, Tomes & Co.		
Tacoma	3	Noyes	Amer. bge	1872	Jan. 13	Standard Oil Co.		
Velocity	3	Noyes	Amer. bge	627	Oct. 1	Chinese		
West York	3	Noyes	Amer. bge	638	Oct. 15	Order		

## Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Albatross	twin-screw cruiser 2nd class	3600	21	9000	Captain Robert L. Groome	Shanghai
Albatross	dispatch-vessel	3700	9	3000	Commander F. G. De Lisle	Hongkong
Archer	cruiser 3rd class	1770	16	3500	Comd. C. E. Kingmill	Yokohama
Centurion*	twin-screw battle ship	10,600	41	13,000	Captain Spencer H. Logie	Hongkong
Daphne	sloop	1140	16	2000	Commander MacArthur	Manila
Esk	g-b.t. 3rd class coast defence	320	9	200	Lt.-Com. H. P. Barton	Ichang
Forster	gunboat 2nd class	463	8	200	Lieut.-Com. Vernon Mand	Wenschow
Grafton	twin-screw cruiser, 1st class	7350	36	12,000	Capt. E. P. Jones	Hongkong
Handy	torpedo boat destroyer	260	6	4000	Lieut. A. Gillespie	Nagasaki
Hart	torpedo boat destroyer	260	6	4000	Lieut. H. F. Shakespear	Hongkong
Humber	storeship	16	0	800	Commander F. W. Wyley	Hongkong
Immortalité	armoured cruiser, 1st class	5500	24	8500	Captain Edward Chichester	Hongkong
Laurel	gun-vessel 2nd class	715	8	870	Commander R. C. Sparkes	Tientsin
Neiwei	armoured cruiser, 1st class	3800	24	5500	Commander MacPine	Nagasaki
Peacock	gunboat 1st class	760	10	1200	Lieut. P. S. St. John	Nagasaki
Pigmy	gunboat 1st class	710	10	1200	Lieut. Dormer	Hongkong
Pique	cruiser 2nd class	8900	21	9000	Acting-Com. J. I. Graham	Manila
Plover	gunboat 1st class	755	10	1200	Lieut. Spencer V. Y. de Horsey	Shanghai
Porpoise	cruiser 3rd class	1170	16	5500	Comd. F. R. Sully	Hongkong
Porpoise	cruiser 2nd class	3900	21	9000	Captain Wm. O. O. Fongth	Singapore
Rattlesnake	gunboat 2nd class	775	10	1200	Lt.-Com. Hon. G. A. Hardinge	Nagasaki
Redpoll	gunboat 1st class	800	10	1200	Lieut.-Com. E. H. Grafton	Hankow
Spartan	twin-screw cruiser 2nd class	3800	21	9000	Captain Alfred L. Winslow	Manila
Swift	gun-vessel 2nd class	766	8	870	Act.-Com. Youel	Hongkong
Tanager	ex-transport	2047	—	—	—	Hongkong
Tanager	g-b.t. 3rd class coast defence	368	5	200	—	Hongkong
Undaunted	armoured cruiser	5800	24	8500	Captain John S. Hallifax	Nagasaki
Victor Emanuel	receiving ship	5157	14	—	Commodore S. Holland	Hongkong
Wivern	coast defence ship, armoured	2750	12	1000	—	Hongkong